



STATE OF CONNECTICUT
OFFICE OF POLICY AND MANAGEMENT

February 16, 2010

Testimony of Robert L. Genuario
Secretary of the Office of Policy and Management
To the Commerce Committee

Regarding
Senate Bill 107, AN ACT ESTABLISHING A BRADLEY DEVELOPMENT
ZONE
Senate Bill 109, AN ACT CONCERNING THE BRADLEY BOARD OF
DIRECTORS

Thank you for the opportunity to present this testimony in opposition to Senate Bill 107, AN ACT ESTABLISHING A BRADLEY DEVELOPMENT ZONE, and Senate Bill 109, AN ACT CONCERNING THE BRADLEY BOARD OF DIRECTORS.

Developing both the transportation and economic development potential of Bradley International Airport has been and remains an important priority of this administration. However, we are unable to support either of these bills.

Despite the fact that developing Bradley's economic development potential remains a priority, we cannot support Senate Bill 107, AN ACT ESTABLISHING A BRADLEY DEVELOPMENT ZONE. There are three reasons for this position.

The first is money. The State of Connecticut is facing a projected deficit of over a half a billion dollars in the current fiscal year and serious financial difficulties in the next three fiscal years, at a minimum. Whatever the merits of the proposed tax credits and municipal reimbursements proposed in this legislation, we simply cannot afford them at this time.

I would also note that, while Senate Bill 107 is entitled "An Act Establishing a Bradley Development Zone", Sections 2, 3 and 4 of the bill are NOT limited to Bradley and the surrounding communities. Those tax benefits appear to be available, or potentially available, in every community in the state with public airports. That significantly increases the potential financial impact of the legislation.

Finally, Section 5 of the bill specifically authorizes the Bradley Board to contract with the Connecticut Center for Advanced Technology for several types of services. The Office of Policy and Management has consistently opposed legislation which authorizes or requires state contracting with specific vendors. We continue to believe that process is the antithesis of the open procurement that should be the hallmark of public contracting.

For these reasons, I urge the Commerce Committee to reject Raised Senate Bill 107.

Senate Bill 109, AN ACT CONCERNING THE BRADLEY BOARD OF DIRECTORS, proposes to shift some, but not all, management responsibility for the airport from the Department of Transportation to an independent Board of Directors composed of gubernatorial and legislative appointees. We are opposed to this legislation for several reasons.

First, the State of Connecticut long ago recognized the benefits of a single coordinated agency responsible for all transportation planning and operations. That is especially true in the case of Bradley which requires both highway and transit access, including connections to the New Haven-Hartford-Springfield rail service. That is better done within a single coordinated agency.

Second, the bill eliminates the requirement that the Bradley Board act in consultation with the Commissioner of Transportation. Since the Commissioner appears to remain responsible for much of the airport's operation we believe that this is unwise and imprudent.

Third, the bill appears to shift the responsibility for appointment of managerial employees at Bradley from the Commissioner of Transportation to the Bradley Board of Directors. That is true even though, as the bill is drafted they—like the employees they supervise—would remain employees of the Department of Transportation. If the proposal is to place managerial employees outside the classified service we also oppose it for that reason.

Fourth, it proposes to establish special contracting procedures applicable only to the Bradley Board. We don't believe that there is any demonstrated need for this extraordinary step.

Finally, under this legislation, a majority of the appointed members of the Bradley Board, which is clearly a part of the executive branch, would be appointed by members of the General Assembly. We believe that having leaders of the legislative branch appoint so many members of a commission that performs executive branch responsibilities raises serious separation of powers issues.

For all of these reasons, I urge the Commerce Committee to reject Raised Senate Bill 109.

Thank you again for the opportunity to submit these comments.